

TANGLES.

Can we ever straighten the tangled threads
Grown twisted and soiled in the march
of life?
Can we pause to make them smooth and
white?
Can we ever go back in all this strife?

Will the world stand still to right the
wrong?
Will time pick up the moments lost?
Will the thread of friendship be joined
again
When once it be broken, whate'er it
cost?

Ah! there will come a time, I know,
When our blinded eyes will be opened
wide,
And our barks which have drifted from
pole to pole
Will be peacefully anchored side by
side.

Then the tangled skeins will be smooth
and white,
Our toils and tears shall all be o'er,
Then will our tired hearts know rest.
And severed one shall part no more.

—A. Q. M. L., in Boston Budget.

The Poultry Yard.

A NEW ENGLAND POULTRY TOWN.

The town of Little Compton, R. I., according to the *New England Farmer*, though secluded, contains important and large colonies of poultry. All are farmers but the tilling of the soil is in the poultry farm interest. The largest poultry farm contains 200 acres, of which fifty acres are devoted to the range of fowls and chicks. Fifty hens comprise a colony and occupy a separate house. Here they roost and lay. The number of fowls on this farm is 7,000, and is made up of Plymouth Rocks and Light Breams. One man attends to all and has ample time. The yield of eggs is about 1,600 dozen a month, and sent to market twice a week to Boston, New York and Providence. One farmer receives all the eggs produced in the neighborhood and sends to market. In the "busy season" 6,000 dozen a week is not unusual.

The food in summer is corn, barley and other grains; in winter, cooked food, meal and vegetables with beef scraps and ground bone. The cost per fowl is about one dollar per year and the profit on each is about one dollar. Feathers find a ready market at 8 to 12 cents per pound. During the year 1884, the price of eggs received by the farmers averaged 22½ cents per dozen. On the large farm the hen as an egg-hatcher has been discarded. Four artificial incubators had produced before the first of June 1,200 chicks. Artificial brooders are also used. Fifty to 75 per cent. of fertile eggs were hatched. The unfavorable weather in the early spring reduced the average lower than that of last year. A man who understands can give all attention necessary to an incubator in thirty minutes daily. Goslings and ducks are hatched by incubators and the result is satisfactory.

About fifty stock geese are kept, from which are raised annually 500 to 600 green geese for market. The geese are fattened in pens, and the noise by 500, all speaking at once, has no music in it a mile away. The cottage of the Superintendent, however, is near the goose pens, but like the man who lives next door to a steam gong, he is not disturbed by the uproar. A professional goose plucker can strip twenty geese a day. He is armed with a leather thumb and a sharp-bladed knife.

BUTTERMILK FOR FOWLS.

A contemporary, writing in the same direction in relation to the use of buttermilk and curds for fowls, heretofore treated of in the *Farm, Field and Stockman*, says: Milk in all forms may be profitably fed to poultry, and we have many times spoken of the economy of feeding skimmed milk to laying hens. On a farm where dairying is carried on it will be found that buttermilk also may be fed the fowls, and pay better than by disposing of it in any other way. It will decidedly increase the egg production of the flock, and after a few days it will be found that the fowls will look eagerly for the appearance of the dish the buttermilk is usually brought in.

When buttermilk is fed no water

need be given, and the slightly saline qualities of the buttermilk will be advantageous to the fowls. Buttermilk is richer than skimmed milk, and is, of course, better for the laying hens, in moderate quantities, while for fattening purposes it can be fed constantly with the best results. The farmer who has plenty of buttermilk will find that it pays better to give it to his fowls than to any other stock on the farm. The buttermilk that would grow a pig will grow enough poultry to buy all the pork an ordinary family needs. When it comes to a choice between giving it to the pig or the poultry, give it to the poultry everytime.

THE SCHOOL OF MANUAL TRAINING IN OHIO.

The recent opening of the Toledo manual training school is of much more importance to the public school system of Ohio than the mere formal exercises would indicate. It is not alone the largest institution of the kind in the country, but it is the pioneer of public sentiment in the direction of practical instruction and should be patterned after by the leading cities of the country.

The public school system of the Union is producing one of two results upon the children of the masses of the people: They either abandon their studies at an early age and seek work in unskilled channels or they go through the prescribed course and become bookkeepers, clerks, lawyers or doctors. For want of a practical goal set before these youths, one that they can see is directly related to their probable future in life, a large majority abandon at an early age the opportunities of education, while the small minority who remain, seek occupations already full to repletion. Here is not only a great individual loss, but a serious loss to the community in the misdirection of so much valuable energy, which rightly directed would be the source of so much prosperity and general welfare.

The foremost educators of the country have long considered how to adapt education so that it will exalt and dignify labor and fit one to earn an honorable livelihood. Under this growing pressure many have established scientific courses of study, and several have opened special studies in various departments of modern science. But until put in operation in this new manual training-school of Toledo the masses of the people, for whom the public school system is maintained, have received but little benefit in this direction. The educational interests of the State of Ohio, and especially a number of the leading citizens of Toledo, have felt for some years that the emergencies of society were not fully met by the public school system, and much of the criticism touching the common schools of the State arose from a consciousness that the best interests of the youths were not fully conserved by the method of instruction. When nearly fifty per cent. of the entire enrolment of school children are found in the primary grades, and but two per cent. of the whole enrolment are found in the high school, it is evident that something is wanting in our system of education; and when it is further seen that our high school instruction has a constant tendency to lift boys out of the ranks of dignified labor into the over-crowded ranks of mercantile, clerical and professional life, it is difficult to avoid the conclusion that the present methods do not fully meet the demands of modern society.

The Toledo philanthropists therefore resolved to prove that the great prizes of life no longer lie in the liberal professions, but in the mechanic, and through the bequest of Jessup W. Scott they have reared an institution which will place Toledo as the chief center of mechanical education in the country, and when this system is adopted, as it must be by Springfield, Pittsfield and other cities of Massachusetts, the State will maintain her front rank in the education of the world. The course of instruction covers three years. The pupils must be at least 14 years of age. The school is about equally divided between mental and manual exercises. One hour per day is given to drawing, two hours to shopwork, and three hours to study and recitation.—*Toledo Republican*.

Young man, if you would conquer in the battle of life, write this watchword upon your banner: "Push along—keep moving."

MANURE EAST AND WEST.

The *New England Farmer* upon the question of the application of manure says most farmers draw what manure they have on their poorest land, thinking the best rich enough to be profitably cropped without it. The result is a fairly good crop from a large acreage, but with low prices, little than if any more than the necessary expense of growing it. The reform here needed is getting the poorest land in grass, where it will be least expense, and will be, however slowly, growing more fertile. Then apply what manure can be got, on the best land, grow large crops and use the profits on those in improving the remainder of the farm.

The best practice in the West is the reverse of this. The meadows are dressed with the manure in autumn. The coarser portions are raked off in the spring; this is piled up to rot, and thus the meadow is fertilized when worked to small grain or corn in the rotation, these crops come out all right.

A copy of Dew's "Essay on Souls" was knocked down to a shoe maker, who, to the great amusement of the assembly, innocently asked the auctioneer if he had any more books on shoemaking to sell.

UMATILLA HOUSE,

Umatilla, Orange Co., Fla.

Fine Hunting and Fishing. Prices Moderate. Special Arrangements Made by the Month.

J. A. MITCHENER, Prop'r.,

Late of Johnston Co., N. C.

Land Agency Office in Building. Improved and Unimproved Land for Sale. 4tf.

CHOICE JERSEY & GUERNSEY BULL CALVES FOR SALE

At farmers' prices. All entitled to registration. Full particulars on application to H. T. BAHNSON, M. D., 20-1m. SALEM, N. C.

PATCH'S Patent Corn Sheller & Separator.

THIS MACHINE IS SIMPLE, STRONG, DURABLE, SHELLS EASILY AND RAPIDLY.

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Where you can get BETTER GOODS FOR LESS MONEY

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ALL WORK GUARANTEED to be latest style and first quality.

Remember the place: Near the old jail.

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RICHMOND AND DANVILLE RAILROAD CO. PIEDMONT AIR-LINE ROUTE.

Condensed Schedule in effect May 2, '86.

Trains Run by 75° Meridian Time.

SOUTHBOUND—DAILY.			
Lve	No. 50.	No. 52.	
New York	12 00 night	3 40 pm	
Philadelphia	7 20 a.m.	6 08 "	
Baltimore	9 50 "	9 00 "	
Washington	11 15 "	11 00 "	
Charlottesville	3 50 p.m.	3 00 am	
Lynchburg	6 15 "	5 15 "	
Richmond	3 25 "	2 00 "	
Burkeville	5 25 "	4 05 "	
Keyesville	6 05 "	4 43 "	
Drakes Branch	6 20 "	4 59 "	
Danville	9 25 "	8 04 "	
Greensboro	11 50 a.m.		
Raleigh	5 00 p.m.		
Durham	6 07 "		
Chapel Hill	4 55 "		
Hillsboro	6 47 "		
Greensboro	11 21 "	9 50 "	
Salem	4 55 "	5 55 "	
High Point	11 55 "	10 19 "	
Salisbury	1 10 a.m.	11 23 "	
Concord	1 57 "	11 59 "	
Charlotte	3 00 "	1 00 pm	
Spartanburg	5 56 "	3 34 "	
Greenville	7 14 "	4 49 "	
Ar. Atlanta	1 40 pm	10 40 "	

NORTHBOUND—DAILY.			
Lve	No. 51.	No. 53.	
Atlanta	5 45 pm	8 40 am	
Greenville	11 32 pm	2 30 pm	
Spartanburg	12 45 am	3 43 "	
Charlotte	4 05 "	6 25 "	
Concord	5 01 "	7 25 "	
Salisbury	5 48 "	8 01 "	
High Point	7 04 "	9 08 "	
Greensboro	7 35 "	9 43 "	
Hillsboro	11 40 "	*1 17 am	
Durham	12 28 pm		
Chapel Hill	*1 00 "		
Raleigh	1 35 "		
Greensboro	4 45 "		
Danville	9 42 am	11 28 pm	
Drakes Branch	12 20 pm	2 42 am	
Keyesville	12 38 "	3 05 "	
Burkeville	1 20 "	3 57 "	
Richmond	3 37 "	7 00 "	
Lynchburg	12 45 "	2 10 "	
Charlottesville	3 15 "	4 25 "	
Washington	8 45 "	9 45 "	
Baltimore	11 25 "	10 03 "	
Philadelphia	3 00 a.m.	12 35 pm	
New York	6 20 "	3 20 "	

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VALLEY MUTUAL

Life Association!

—OF—

STAUNTON, VA.

STATEMENT JAN. 1st, 1886:

ASSETS:	
United State Bonds.....	\$18,000.00
Bonds and Mortgages.....	85,000.00
Property.....	13,978.80
Cash on hand.....	13,827.58

LIABILITIES:	
Assessments Paid in Advance..	\$ 805.63
Due Assessment Accounts.....	6,785.73

This Company was organized as recently as September 3, 1878, but the management and character of the Company has been such as to secure and enjoy the support of such of our leading business men as Col. A. B. Andrews, Maj. Robt. Bingham, Mr. R. T. Gray, Hon. A. C. Avery, Circuit Court Judge; Rev. Dr. C. T. Bailey, and other representative men throughout the State.

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A CARD.

MR F. H. HYATT, Special Agent for the Valley

Mutual Life Association, of Virginia—

SIR:—Permit me to express my appreciation

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with which you paid the Life Policy of \$3,000 on

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county. The action of your Company in thus

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H. C. ASHCRAFT,

Guardian.

Winston, N. C., April 29, 1886.

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cost of a good Watch by always

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Watchmaker and Jeweler,

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done promptly, and all work warranted.

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CAROLINA CENTRAL RAILROAD COMPANY,

OFFICE OF SUPERINTENDENT, }

Wilmington, N. C., Sept. 27, 1885.

CHANGE OF SCHEDULE.

ON AND AFTER THIS DATE, THE FOLLOWING

Schedule will be operated on this

Railroad:

PASSENGER, MAIL AND EXPRESS TRAINS:

DAILY EXCEPT SUNDAYS.

No. 1. (Leave Wilmington at.....7:00 P. M.

Leave Raleigh at.....7:35 P. M.

Arrive at Charlotte at.....7:30 A. M.

No. 2. (Leave Charlotte at.....8:15 P. M.

Arrive at Raleigh at.....9:00 A. M.

Arrive at Wilmington at.....8:25 A. M.

LOCAL FREIGHT—Passenger Car Attached.

Leave Charlotte at.....7:40 A. M.

Arrive at Laurinburg at.....5:45 P. M.

Leave Laurinburg at.....6:15 A. M.

Arrive at Charlotte at.....5:40 P. M.

Leave Wilmington at.....4:45 A. M.

Arrive at Laurinburg at.....5:00 P. M.

Leave Laurinburg at.....5:30 A. M.

Arrive at Wilmington at.....5:40 P. M.

Local Freight between Wilmington and Lau-

rinburg Tri-weekly—leaving Wilmington on

Mondays, Wednesdays and Fridays. Leave

Laurinburg on Tuesdays, Thursdays and Sat-

urdays.

Passenger Trains stop at regular stations only,

and Points designated in the Company's

Time Table.

SHELBY DIVISION, PASSENGER, MAIL,

EXPRESS AND FREIGHT.

Daily except Sundays.

No. 3. (Leave Charlotte at.....8:15 A. M.

Arrive at Shelby at.....12:15 P. M.

No. 4. (Leave Shelby at.....1:40 P. M.

Arrive at Charlotte at.....5:40 P. M.

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